

MONTANA AERONAUTICS COMMISSION NEWS LETTER

March, 1962



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PLANS FOR FLIGHT INSTRUCTORS REFRESHER COURSE NEAR COMPLETION

Final preparations are being made for the Montana Aeronautics Commission, Montana Aviation Trades Association Flight Instructors Refresher Course. The Montana course, which is the first of its kind in the United States, will be held in Great Falls, Montana March 5 through March 14.

Of the applications received from Montana flight instructors, 20 will be accepted. MATA representatives will determine the selection of the 20 applicants according to past flying and instructing experience.

Mr. Homer Holman of the Skyway Flying Service in Great Falls, has said that there has been a great deal of interest and enthusiasm expressed by Montana flight instructors, as well as the general aviation public, for the Montana course. The course is expected to be of benefit to those flight instructors attending the course, and it is hoped, to aviation safety and responsibility for the whole of Montana.

Charles A. Lynch, Montana Aeronautics Commission Director, has taken over the duties of Course Manager in the absence of Dick Munroe, Safety and Education Officer for the Commission. Mr. Munroe is presently attending Officer's Rotorwing School at Camp Wolters, Texas.

Mr. Lynch and F.I.R.C. offi-

cials have obtained an impressive array of instructors for the coming course. Subjects to be presented will be the Teaching of Flight Maneuvers, under the instruction of Bill Cantwell and Bernie Geier, Montana FAA Safety Agents; Instruments, to be instructed by Samuel A. Lewis, General Aviation Specialist from the FAA Academy in Oklahoma City, Oklahoma; Air Traffic Control, under the instruction of Loren S. Foot, FAA Chief Controller from Great Falls International Airport; Meteorology, which will be jointly instructed by Arthur L. Jacobsen and Harry L. Elser from the Department of Commerce Weather Bureau at Great Falls International Airport; and the Analysis and Performance of Flight Maneuvers, under the instruction of Joseph P. Fallin, General Aviation Operations Specialist, also from the FAA Academy in Oklahoma City.

The course will also have the services of three men; K. Harris Bouman, G. A. Mickelson and L. C. Ward, all of FAA at Great Falls International Airport. These men will assist Loren S. Foot in the Air Traffic Control course.

Presently under arrangement is the appointment of an instructor for the Psychology of Teaching course and it is hoped the services of Mr. Neil Fox, Chief of the Training Development Division of the FAA Academy, may be obtained for this course.

Registration will begin Sunday,

March 4, at the O'Haire Manor which will serve as course headquarters and accommodate the participating instructors. Buses will be provided by the Montana Aeronautics Commission to transport students and instructors from downtown Great Falls to Great Falls International Airport where classes will be held.

The course will conclude with a closing dinner, Wednesday, March 14. Upon completion of the course, each instructor will receive a \$100.00 scholarship for attending, and will be presented with a pair of wings on behalf of the Montana Aeronautics Commission.

LOW FREQUENCY RADIO FACILITIES

The United States Weather Bureau and the Federal Aviation Agency has planned for continuous transcribed weather broadcasting at some 88 points nationwide. Of the 88 planned, 63 are now in operation nationally. There are 5 planned for Montana, 4 of which are now in operation.

The following listing is provided of those FAA low frequency radio facilities in Montana and nearby states now carrying these continuous weather broadcasts:

Seattle	Rock Springs
Portland	Great Falls
Spokane	Bozeman
Boise	Billings
Idaho Falls	Miles City
Casper	Rapid City

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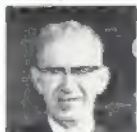
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DIRECTOR'S COLUMN



"THE UNITED EFFORT"

Through the united and cooperative effort of the Montana Aviation Trades Association, the Federal Aviation Agency, the United States Department of Commerce Weather Bureau and the Montana Aeronautics Commission, a very deliberate industry-sponsored, self-improvement program for the further development and education of already fully qualified professional flight instructors is to be staged as a new first in the general aviation industry in the nation.

Montana is rightfully proud in establishing itself as a pace-setter in the nation for the deliberate purpose of offering advanced instructions to the professional men in flight school operation for the ultimate benefit of the vastly increasing segment of the general flying public.

This first flight instructor seminar will be held at the O'Haire Manor in Great Falls, Montana from Monday, the 5th through Wednesday, the 14th of March. Precourse registrations will be handled Sunday, March 4 at the O'Haire Manor. The course will close with an awards dinner, Wednesday evening, March 14th. The course has been originally organized by the Montana Aeronautics Commission through the cooperative sponsorship of the Mon-

tana Aviation Trades Association. A committee from that association will make the final selection on applications now before the committee.

Through the wholehearted cooperation of the 4th Region Office in Los Angeles of the Federal Aviation Agency, and the U. S. Department of Commerce Weather Bureau, Montana is extremely proud to offer to the professional instructor trainees registered for the school the finest selection of advanced instructor personnel available to the industry anywhere in the nation.

The Los Angeles Regional Office of the Federal Aviation Agency has therefore drawn heavily on the Federal Aviation Agency Academy at the Aeronautical Center, Oklahoma City, Oklahoma. In view of the fact that the trainees, in this particular instance, are qualified professional flight instructors, the entire program is offered in the light of presenting meteorological problems, instrument flying, basic flight maneuvers, crash injury investigation, air traffic control and the psychology of learning in such a manner as to improve the instructor trainee's technique in further presenting this material to his regularly enrolled students.

Let's take a small look at the need for such a course. This obviously is caused by the trend in modern manufacturing to a class of aircraft that are technically easier to fly than their predecessors, though they are of a more sophisticated design, with greater cruising speeds and cruising ranges to more ideally fit the needs of modern business travel. They are, therefore, much more capable to accomplish their work under a greater variety of conditions and in a much closer conformity to proper air traffic control conditions. Therefore, today's private pilot must be a much more educated pilot in terms of being able to use his aircraft under a greater variety of conditions and with a more intense activity than were the pilots graduated from the private flight schools a number of years back.

This has placed much greater demand on today's professional instructors from the standpoint that in former years they were merely required to instruct the

student in how to handle his aircraft safely in flight maneuvers. They must now instruct him in much more detail on air traffic control procedures, the use of both communications and navigational type radio equipment, with the proper knowledge and respect for the meteorological conditions that can effect flight planning under modern requirements of business usage.

May I extend my best wishes to the participants in the first "P.H.D. for flight instructors."
Charles A. Lynch, Director.

There occur about 44,000 thunderstorms per day on the earth, and the lightning energy is equivalent to a continuous 269 million horsepower.

F. I. R. C. INSTRUCTORS

The following is a line-up of the instructors who will participate in the instruction of the Flight Instructors Refresher Course in Great Falls March 5 through March 14.



•Joseph P. Fallin, General Aviation Operations Specialist, Federal Aviation Agency Academy, Oklahoma City, Oklahoma.

Mr. Fallin joined the Federal Aviation Agency Academy at Oklahoma City as General Aviation Operation Instructor in May 1960. Since that time he has served as instructor in both classroom and flight, covering standardization and orientation in newly employed General Aviation Operation Inspectors, as well as introduction of latest techniques and procedures to the older inspectors, who were assigned to the various flight courses at the Academy.



•**Samuel A. Lewis, General Aviation Operation Specialist, Federal Aviation Agency Academy, Oklahoma City, Oklahoma.**

Mr. Lewis joined the Federal Aviation Agency Academy at Oklahoma City in February 1961, as a General Aviation Operations Instructor. His duties include the indoctrination and standardization of newly employed General Aviation Operations Inspectors, and the introduction of new techniques, equipment and the standardization of older inspectors in aircraft on both contact and instrument flight.



•**Loren S. Foot, Federal Aviation Agency Chief Controller for Great Falls International Airport.**

Prior to his assignment in Great Falls, Mr. Foot was Chief of the Terminal Area and Airports Section of the FAA Airspace Division in Washington, D.C. He has served in the CAA Planning Division, Washington, D.C., as Chief of the Airways Operations Evaluation Center in CAA's Technical Development Center, Indianapolis, Indiana; as an air traffic control instructor in the CAA Aeronautical Training Center, Okla-

homa City; in the Alaskan Regional Office and as Chief of the Anchorage Tower, Anchorage, Alaska; and was assigned to the staffs of the Spokane Tower, Great Falls Tower and Seattle-Tacoma Tower at their original commissioning.

Assisting Mr. Foot as Air Traffic Control instructor, is **K. Harris Bouman, Chief Controller at the Air Route Traffic Control Center in Great Falls.** Mr. Bouman became a Controller in the Great Falls Center in 1944 and progressed to Chief Controller in 1959. Also assisting Mr. Foot is **G. A. (Mike) Mickelson, District Supervisor of the electronic maintenance activities in Systems Maintenance District-18, at Great Falls International Airport.** Mr. Mickelson started working for the Federal Aviation Agency immediately upon discharge from the Armed Forces at the end of World War II and assumed his present duties at Great Falls in 1957. **L. C. "Lee" Ward, Chief of the Great Falls Flight Service Station,** will also assist Mr. Foot in this course. Mr. Ward received his basic communications training and experience with the Bureau of Air Commerce, a predecessor of the Civil Aeronautics Administration and the Federal Aviation Agency. He was assigned to the Great Falls Airway Communication Station upon its commissioning in April 1938. He was promoted to Facility Chief of the Great Falls Station in 1940 and has since served in that capacity, administering the operational and training requirements of the facility.

•**Arthur L. Jacobson, Principal Aviation Forecaster, Department of Commerce Weather Bureau, Great Falls International Airport.**

Mr. Jacobson will instruct Meteorology. Prior to his appointment in Great Falls, Mr. Jacobson was supervisor of the Flight Advisory Weather Unit in Seattle and supervising Aviation Forecaster at Billings and Great Falls. Assisting Mr. Jacobson in Meteorology, is **Harry L. Elser, Flight Services Quality Control Officer at Great Falls International Airport.** Prior to his recent assignment at Great Falls, Mr. Elser worked at the Great Falls Weather Bureau Station, but has been an Aviation Forecaster at El Paso,

Texas for the past eight years.



•**Bernard A. Geier, Federal Aviation Agency General Aviation Inspector.**

Mr. Geier was employed with the Civil Aeronautics Administration August 12, 1957 as a General Operations Inspector in Fresno, California. On January 19, 1959 he was assigned to the Billings Office and became Supervising Inspector in July 1959 for Montana.



•**W. J. (Bill) Cantwell, Federal Aviation Agency Safety Inspector for Montana.**

Prior to assuming his duties in Montana in July, 1961, Mr. Cantwell held positions in Federal Aviation Agency General Aviation District Offices in Oklahoma City, Atlanta and Birmingham, Alabama.

•**Neil Fox, Chief of the Training Development Division, F.A.A. Aeronautical Center, Oklahoma City, Oklahoma.**

Mr. Fox initiated and now directs a program for Instructor Training. He provides courses and seminars in instructor development and training procedures to the FAA Academy staff, Aviation Training Specialists and to FAA Regional personnel.

PILOTS, KNOW YOUR BEACON COLORS!

By JIM MONGER
Airport Engineer



Below is listed the different colors of beacons and what each means. Be familiar with the code and learn its meanings. The different types of lens are **clear and green, clear, clear and yellow and clear and red.**

Clear and Green: A lighted airport is indicated by a rotating beacon of green and clear flashes, turning at six revolutions per minute or six clear and six green flashes per minute. A lighted airport where adequate boundary and/or runway lights, and associated obstruction lights, are in operation nightly from sunset to sunrise; or where adequate means are provided during any period of extinguishment to assure immediate operation of such lights.

Clear Only: An unlighted airport is indicated by clear flashes, 12 per minute. An unlighted airport is an airport where adequate boundary and/or runway lights, and associated obstruction lights, are not installed; or where such lights are installed but not in operation from sunset to sunrise and there are no adequate means provided to assure immediate operation of such lights during any period of extinguishment.

Clear and Yellow: A water airport shall be indicated by alternate clear and yellow flashes at 6 revolutions per minute.

Clear and Red: A Federal airway is indicated by clear flashes with auxiliary directional red coded flashes.

A landmark beacon is indicated by alternate clear and red flashes.

A rotating beacon can also be used in case of inclement weather. An airport can be closed due to minimum ceiling and visibility when the rotating beacon is turned on during daylight hours.

March 11, 1911—Navy lets contracts to Wright Brothers for one landplane and to Curtiss Airplane Company of Hammondsports for one landplane and one seaplane.

NEW MONTANA AERONAUTICS CHARTS

Jeppesen and Company has once again received the publishing contract for the Montana Aeronautics Charts. The new revised chart has been proofread by this department at the publisher's office in Denver.

The charts will be ready for distribution in April.

Aircraft taking off on a runway covered with one-half inch of ice slush use up about 14 per cent more runway distance to become airborne than under normal conditions. Two inches of slush can increase the length of takeoff as much as 50 per cent.

AIRPORT AID REQUESTS DUE MARCH 16

FAA has set March 16 as the deadline for airport sponsor's requests for funds under the Federal Aid Airport Program for FY 1963 beginning July 1—second year of the new three-year aid program. Allocation of first-year funds was just announced; FAA had been pushed far behind normal airport aid schedules by the late action of Congress in extending the program last summer. "Late May or early June" was given as the probable time of announcement of FY 1963 apportionments.

The new announcement said that among factors to be weighed in earmarking matching federal funds would be "consideration . . . to withholding requested funds from those airports having deficiencies in fire and rescue, medical and related facilities and where no progress is being made to correct such deficiencies." FAA actually has yet to adopt its own fire/crash/rescue standards, although it has surveyed major terminals, reported its findings to the sponsors, and drafted proposed standards now up for Airport Service approval. But the statement in the FAAP press release—second such warning in recent releases—indicated a probable desire to continue to press airport sponsors to improve their own equipment.

March 1, 1912—Bert Berry makes first parachute jump in public at St. Louis.

ACCIDENT PREVENTION BERNARD A. GEIER FAA GENERAL SAFETY INSPECTOR

Only a small amount of publicity has been out on the Blue Seal Certificate program. The intent of the program is to give recognition to the pilots who have shown their proficiency on the current requirements for the issuance of a pilot certificate.

In the case of the Private Pilot Certificate, this means that he has shown proficiency in the control of the aircraft under instrument flight conditions. This does not mean he has the ability to perform an approach for a landing during low ceilings or visibilities, but does mean that he can control the flight of his aircraft when, by accident or through his lack of attention, he becomes involved in instrument conditions.

A typical flight test to determine proficiency might begin with a departure on a VFR cross country. After reaching cruising altitude, the inspector might tell the student that he is approaching a snow shower and is going to try to fly through the shower VFR. The applicant would then put on the hood and continue to hold his heading and altitude as though he had become involved in instrument conditions. After a minute or two on this heading, he would be asked to turn a 180° either direction to get back to the good weather. He would be required to hold this reciprocal heading for a few minutes to fly back, the amount of time that he flew into the weather. He might then be requested to begin a let down to try to get below the clouds, followed by a climb to possibly get on top of the clouds. This might be followed by a stall and recovery and a recovery from the start of a power on spiral. This procedure would take approximately 10 minutes of simulated instrument flight time.

The Civil Air Regulations do not specify any amount of dual instruction on instruments, but experience has shown that the average applicant has 3 to 5 hours of simulated instruments logged when applying for a flight test.

Any private pilot who holds a certificate that is dated on or after

May 16, 1960, may apply for a Blue Seal Certificate at any F.A.A. General Aviation District Office. Those holding certificates dated prior to this date may secure a Blue Seal Certificate by either demonstrating instrument competence to an inspector or by presenting on AOPA 360° course graduation certificate. Commercial pilots who hold a certificate without the ICAO notation, Holders of an Instrument Rating, and Airline Transport pilots are all eligible for the issuance of a Blue Seal Certificate. This certificate conveys no additional privileges, but is a recognition of a successful demonstration of aircraft control by reference to instruments.

Experience has shown that applicants for pilot certificates, that have had instrument instruction, are much more proficient on normal VFR flying. Altitude and air-speed control, among other things, are performed with more accuracy. Review of accident reports from the nation have shown that the accidents resulting from instrument weather have involved persons with no known instrument training. It, therefore, appears that the training is good insurance.

It is highly recommended that any active pilot, who has not received instrument training, contact a Flight Instructor today and arrange for a flight. Make this flight two fold. First, learn a little about instruments and their use. Secondly, learn to properly use the radio for voice communications and VOR or ADF navigation. The money involved in this training will be repaid in greater security and enjoyment on future flights.

A Lockheed GV-1 aerial refueling version of the Hercules turboprop transport set a new distance record for its type of aircraft from Atsugi, Japan, to Santa Ana, Calif., Jan 10, a distance of 5,675 miles. Flight was made in 16 hours averaging 355 mph. Cruise altitude was 31,000 ft.

Mrs. Charles A. Lindberg told friends about taking the flier's 11-year old daughter to see "The Spirit of St. Louis." In the middle of the movie the youngster turned to her mother and whispered anxiously, "Mummy, does he make it"?

M. P. A. REPORT

The big news that we've all been waiting to hear is out. Cut Bank Hangar has announced that the date for the annual MPA convention has been set for May 18, 19 and 20th. Early Birds Friday evening, Business Saturday, and Banquet and party Saturday night. And for a finale, there will be a Breakfast Sunday morning. Doc Marquette, Convention committee Chairman, says that we are going to have a "hard times" theme. I called C. D. Markle to find out what that was and he said it was something like a "Shipwreck theme" only worse. Any of the girls who are wondering what to wear can write Phyllis Sammons, Secretary for the Cut Bank Hangar. This convention city of Cut Bank is determined to outdo Great Falls, Glasgow, Missoula or anyone else on this convention and after attending a meeting with that group, I just think they might do that too!

Your President and 6 other Glasgowites just returned from a flying trip to old Mexico. We learned to hablar a leetle English to the Control Towers down there and were treated well all the way. We found that that first layer of skin is easily lost to sunburn, the wily Marlin is hard to find, and there will never be any beef like Montana beef. And we flew 4,500 miles without an hours delay for weather; VFR all the way.

Kalispell Hangar informs me that they are trying to promote a Border crossing airstrip in the Eureka area. It sounds like a good idea to me and anyone in that area wanting to help should contact Mr. Gilbert E. Speer, 448 4th St. East, Kalispell, Montana.

We are all deeply saddened by the loss of a fine pilot who made good; I mean Governor Nutter. Also his staff and crew. And the very best of wishes to Don's co-pilot who is moving over to the left side and is well qualified to handle the job. Good luck Governor Babcock! Mark Etchart, President, M.P.A.

NOTICE: Have you read NATA speech by Robert E. Monroe, February issue, "Business Commercial Aviation", and "Flight Instructors Must Be More Than Pilots" by J. David Finger, page 86, same issue?



CONGRATULATIONS !!

CERTIFICATES ISSUED RECENTLY TO MONTANA PILOTS

Glenn Eugene Jacobsen, Reserve, Student
William M. Barelman, Lewistown, Private
Emmet Anthony Butcher, Winifred, Private
Richard C. Nelson, Billings, Student
Dewayne William Pohl, Glasgow AFB, Student
Ray Olen March, Rapelje, Private
Roger K. Hammerstrom, Billings, Student
Charles Wilbourn Miles, Miles City, Student
Harry R. Funk, Billings, Student
Alfred Jack Patrick, Glasgow AFB, Student
A. A. Engelman, Worland, Wyoming, Student
Clifford Duane Schellinger, Glasgow, Private
William Clifford Taber, Glasgow AFB, Student
LeRoy Raymond Becker, Circle, Private
Merton Gene Purvis, Froid, Student
Kenneth Elwood McNeas, Poplar, Private
Norman Charles Meyer, Wolf Point, Private
Norman Frank Stringer, Medicine Lake, Private
Gilbert Allen Meroney, Plentywood, Private
Miss Jackie Wyoma Decker, Fort Peck, Private
Byron Lee Tressler, Glasgow, Private
Lawson Melvin Lowe, Glasgow, Private
Mrs. Bobby Lemerl Kramer, Cohagen, Private
Vincent Peter Bingham, Richland, Student
Norman Charles Larter, Wolf Point, Student
Lyle Richard Olson, Student
Robert J. Rush, Student
Gerhart Henry Blain, Joliet, ATR
Delbert B. Nott, Havre, Student
Arnold A. Lindberg, Cut Bank, Airframe Mechanic
Raymond J. Habel, Dutton, Private ASEL

Robert H. Nicol, Missoula, Master Parachute Rigger
 Dow Overcast, Jr., Chinook, Student
 Stanley F. Jankowski, Great Falls, Student
 Gary Lee Richem, Choteau, Student
 John D. Kimball, Great Falls, Student
 Robert E. Burgan, Deer Lodge, Student
 Stephen D. Lutz, Denver, Colorado, Student
 Joel Herbert Fenger, Galata, Student
 Clark E. Kolstad, Chester, Student
 Frank E. Kenny, Chester, Student
 Benny L. Milks, Malta, Student
 Delbert L. Larsen, Kalispell, Student
 William H. Yunck, Cut Bank, Student
 Gary J. Kuiper, Missoula, Parachute Rigger
 Keith J. Gustin, Kalispell, Student
 Franklin G. Hamby, Butte, Student
 Marvin H. Steinback, Wolf Creek, Private ASEL
 John D. Smith, Great Falls, Commercial ASEL
 Trygve M. Kvande, Havre, Student
 Leslie N. Little, Drumheller, Alberta (Missoula) Spec. Purpose Pilot Certificate
 Walter M. Adams, Livingston, Student
 Lawrence L. Pope, Lodge Grass, Student
 Chester D. Nicholson, Chinook, Student
 James R. Elms, Missoula, Parachute Rigger
 Richard C. Lund, Havre, Student
 Norria A. Biggerstaff, Browning, Student
 Cecil R. Ebans, Warm Springs, Student
 Charles Edward Danreuther, Loma, Student
 Irvin G. Steinmetz, Zurich, Student
 William H. Baltrusch, Havre, Student
 Jess Willard Bolen, Eureka, Student
 Dale G. Moore, Missoula, Student
 Millours Albert Brain, Chester, Private ASEL
 James W. Christensen, Havre, Private ASEL
 Marvin R. Larson, Bynum, Private ASEL

Gerald A. Macek, Great Falls, Private ASEL
 Kermit W. Anderson, Helena, Private
 Donald G. Kiihn, Cut Bank, Student

NEW AIR TRAFFIC CONTROL TOWER COMMISSIONED AT MISSOULA COUNTY AIRPORT

Los Angeles—The new Air Traffic Control Tower at Missoula County Airport, Missoula Montana, designed to promote the safe, orderly and expeditious flow of air traffic on and in the vicinity of the field, was to be commissioned for service on or about January 31, 1962, by the Federal Aviation Agency.

In providing this local air traffic control service, for all airmen, the tower controller issues certain advisories and control instructions by use of visual devices or radio-telephone. These advisories and instructions are based on visual observation of airport activity or information received from aircraft and other control or advisory agencies.

The new tower will greatly facilitate the handling of the 75 aircraft based on the field as well as the many transient aircraft using the facility.

Heading the Federal Aviation Agency staff at the facility will be J. David Sellegren, Chief Controller. He will be assisted by 4 traffic controllers. Sellegren formerly has served as a controller at Cheyenne, Wyoming. The five electronic maintenance technicians already on duty are under the supervision of Gordon A. Mickelson, Chief, Systems Maintenance District Office in Great Falls and his assistant Woodrow W. Davey, Chief, Systems Maintenance Sector, Missoula. The new facility will operate on 16 hour basis.

COMING AVIATION EVENTS

March 5-14—Montana Aviation Trades Association Civil Flight Instructors Refresher Course, Great Falls.

March 30—8th Annual Alberta Flying Farmer Convention and Region Seven Meeting. Contact Alberta Flying Farmers, Box 95, Postal Station B, Calgary, Alberta.

NEW AIRPORT DIRECTORY

Release of a new United States Airport Directory that is described as "the most comprehensive compilation of general aviation landing places ever assembled" has been announced by its publisher, the Aircraft Owners and Pilots Association (AOPA) in Washington, D.C.

Titled the "AOPA Airport Directory, 1962," the 280-page, 8-by-11-inch volume contains more than 7,000 entries on aircraft, seaplane and helicopter landing places in the United States and its possessions. The size of the publication was selected as the most convenient to be carried in aircraft chart cases, AOPA officials said.

The directory represents a totally fresh approach to listings of airfields and landing facilities, according to J. B. Hartranft, Jr., president of the Aircraft Owners and Pilots Association. It evolved in response to the desire expressed by many association members for a more complete and usable directory, he revealed. It is planned to publish a new edition annually. AOPA is a private, non-profit organization that numbers more than 85,000 American plane owners and pilots in its membership, and is regarded as the voice of general aviation.

The AOPA Airport Directory was compiled with the cooperation of the Federal Aviation Agency, state aviation agencies and airport owners and operators from throughout the nation, Hartranft said. Among its unique features are information within individual airport listings concerning ground transportation and aircraft repair facilities, availability of food, nearby lodging and resort areas; a late listing section to insure the most up-to-date data; and 22 pages of general and emergency flight procedures material with which all pilots should be familiar.

Placed on the market several weeks ago, the AOPA Airport Directory is sold for \$5.00 to members of the Aircraft Owners and Pilots Association, or for \$7.50 to non-members.

"Learn from the mistakes of others; you won't live long enough to make them all yourself."—Emerson.

1962 RESOLUTIONS FOR ALL FOR PILOTS

I resolve to keep in mind that my airport operator has to make a fair profit to stay in business. He may not be around next year if he is expected to give a discount or rebate on his aviation services.

I resolve to acquaint myself with all rules and regulations that have been promulgated for my safety and welfare. (Who else could they possibly benefit?)

I resolve to improve my flying habits, my attitude, listen to my conscience, and attempt to improve my flying proficiency and judgement throughout the year. (This will be my contribution to a new safe flying era).

FOR AIRPORT OPERATORS

I resolve to treat all my customers as though they are my livelihood (they are).

I resolve to make my place of business cleaner than it has ever been before. (Cleanliness begets cleanliness and prosperity).

I resolve to improve the service to my customers in every way that I possibly can. (What can I do to serve him best?)

I resolve to update my equipment and methods of operation to air-age standards.

I resolve to remember that, even though the customer is not always right, he is still a customer so long as he continues to **SPEND MONEY**.

FOR CITY FATHERS AND AIRPORT COMMISSIONERS

I resolve to take a good look into the future and see what the air needs for our community will be 5 or 10 years from now. (One who waits until the need for air service is **obvious** will have already missed the boat.)

I resolve to try to realize that if we expect to have the flying public visit us, we will have to provide adequate aviation facilities to receive them.

FOR THE PUBLIC

I resolve to make every effort to understand the affect of having air transportation to our community and to be aware of the varied activities of the aviation industry.

FOR THE COMMISSION

We resolve to continue the improvement of our services to the aviation industry in 1962.

FAA ISSUES AIDS FOR AMATEUR AIRCRAFT BUILDERS

Rules for the certification and operation of amateur-built aircraft have been compiled by the Federal Aviation Agency into a single publication, Flight Standards Service Release No. 456, available free at any FAA District or Regional Office.

The new publication is designed to help prevent any unintentional violation of the Civil Air Regulations by amateur builders.

The FAA describes an amateur-built aircraft as "one which has been fabricated and assembled by an individual or a group of individuals on a non-business, non-profit or non-production basis, and is intended to be operated for education and/or recreational purposes."

FAA safety inspectors will certify an aircraft as Experimental if the major portion of the aircraft, exclusive of certain major elements such as propeller and engine, were fabricated and assembled as required and the aircraft is airworthy.

The publication suggests seven major steps to the amateur builder, all designed to avoid disappointment in completing his aircraft and finding that it cannot be certificated for flight. It also goes into detail on pilot certificates required, areas where flying is permitted, and how to obtain waivers for flight. A section on safety precautions for operations is included. The numbers and prices of FAA manuals useful to the amateur builder are also included.

"With careful attention to this publication, the amateur builder can save much time and disappointment," George C. Prill, Director of the FAA's Flight Standards Service, said. "We want to encourage the craftsman who builds his own plane, whether he designs it or buys it in kit form."

NOTICE: Excerpt from Washington Circular AT 200-17: "This circular authorizes the discontinuance of receiving facilities on 3023.5 kilocycles at all flight service stations within the contiguous United States. Within the State of Montana, the stations which will continue the 3023.5 are Cut Bank, Helena and Missoula."

ACCIDENTS OCCURRING IN MONTANA

October 1, 1959 through
September 30, 1961

Accidents Investigated	Total
Occurred in Montana	142
Charged to Montana	119
Violations	30
Pilot Classification	
No Certificate	4
Student	24
Private	74
Commercial	37
ATR	3
Injury	
Pilot Fatalities	7
Serious Injury to Pilot	3
Passenger Fatalities	5
Serious Injury to Passenger	6
Fatal Injury to Others	0
Serious Injury to Others	1
Minor Injury—Pilot and Others	18
Aircraft	
Single-engine—airplane	135
Multiengine—airplane	7
Glider	0
Helicopter	0
Contributing Factors	
Lost Control	107
Weather	24
Airframe Malfunction	12
Engine Malfunction	15
Struck Objects—In flight and ground operations	74
Midair Collision—aircraft	0
Ground Collision with another aircraft	1
Fire—In Flight	0
Fire—On Ground	0
Fire—After Impact	7
Ground Looped	44
Wheels-up Landing	8
Collapsed or Retracted Gear	70
Undershoot	10
Overshoot	7
Noseup or Noseover	72
Stall or Stall-spin	31
Emergency Landing	21
VFR into IFR	5
Misuse of Brakes, Controls or Gears	85
Fuel Mismanagement	6
Under Influence of Liquor, Narcotics, etc.	1
Operated in Unsuitable Area	67
Aircraft Damage	
Wash-out	26
Major	116
Phase of Flight	
Take-off	26
In-flight	27
Landing	69
Ground Taxi	20
Aircraft Usage	
Training	14
Business	57

Aerial Application	12
Air Taxi	2
Personel—Pleasure	57

FAA TO TRY SATELLITE REPAIR STATIONS

The effectiveness of satellite aviation repair stations, operating under a certificated parent organization, will be studied by the Federal Aviation Agency in another move to improve services for industry.

For a trial period of six months, the Barfield Instrument Corporation of Miami, certificated by the FAA for aircraft instrument repair, will operate branches at Indianapolis and Atlanta under a common managerial system.

The FAA will evaluate the effectiveness of this system in bringing service closer to the industry, and in reducing the number of instruments in transit between operators bases and a single repair station.

HELENA HANGAR ELECTS M. P. A. OFFICERS

The Helena Hangar held its annual dinner meeting Friday, February 9. The dinner was followed by election of officers for the Helena Hangar, they are: C. E. McPherson, President; R. J. (Dick) Munroe, Vice-President; and Major Bill E. Decker, Secretary-Treasurer.

FEDERAL AVIATION AGENCY INSPECTION ITINERARY

AIRPORT	FEB.	MAR.
Culbertson Municipal.....	28	29
Gallatin Field (Belgrade).....	13**~14*	20**~21*
Glasgow Municipal.....	27	28
Glendive Municipal.....	20	21
Great Falls Internat'l.....	7**~8*	6**~7*
Havre City-County.....	3	
Helena City-County.....	5-12-19-26	5-12-19-26
Lewistown Municipal.....		27
Logan Field.....	5-12-19-26	5-12-19-26
Miles City Municipal.....	21	22
Missoula County.....	27**~28*	28**~29*
Silver Bow County (Butte).....	15	
**Written Exams Only		
**Flight Tests Only		

FOR SALE: 1947 Aeronca Chief 11 Ac. 748 total time on aircraft and engine. 200 STOH, good fabric. Licensed until October. Real clean, \$1,050.00. Contact Arnold Gaub, 3111 McBride, Billings, Montana. Phone 252-6054.

FOR SALE: Sorensen spray unit, good condition. 90 gallon dropable tank, center mounted pump. Used one short season, price \$450.00. New Aero-Dyne Spray Units. Contact Waite E. Hockett, 809 North 3rd Street, Miles City, Montana. Phone 232-1157.

FOR SALE: Aeronca Sedan, fresh annual. Metal wings, fuselage all worked over and just covered with Ceconite. New paint job. A real doll!! New control cables, new battery, new compass, two sets tires. VHF transmitter, low frequency receiver with direction finder. Stall warner. A real mountain airplane! 1,100 total time, 500 on a majored 145 Continental. Would consider trading for a 2 place airplane,—what have you? \$3,600.00 Firm. Contact J. L. Cromwell, Box 420, Livingston, Montana.

March 23, 1921—Lt. Arthur G. Hamilton, U.S. Air Service, makes record parachute jump from 23,000 feet at Rantoul, Illinois.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



News Letter

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